

EMERGENCY AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation
**Federal Aviation
Administration**

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DATE: June 27, 2002
AD#: 2002-13-51

Send to all U.S. owners and operators of Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A-1 helicopters manufactured by Bell Helicopter Textron Inc. for the Armed Forces of the United States.

This Emergency Airworthiness Directive (EAD) is prompted by reports of timed-out tail rotor T/R grips, part number (P/N) 204-011-728-019, being improperly remarked and reinstalled on certain Bell Helicopter Textron, Inc. (Bell) helicopters. This unsafe condition, if not detected, could result in failure of the T/R grip and subsequent loss of control of the helicopter.

The FAA issued EAD 2002-08-53 on April 22, 2002, and superseding EAD 2002-09-51, May 9, 2002, for the Bell Model 204B, 205A, A-1, and B helicopters, to require cleaning and inspecting T/R grip, P/N 204-011-728-019, with a magnet to determine if it is made of steel. If it is not made of steel, the current EAD requires replacing the T/R grip with an airworthy steel T/R grip. According to reports, T/R grips, P/N 204-011-728-019, removed from service on the Bell Model 204B and 205A-1 helicopters as required by AD 73-17-04 (38 FR 22223, August 17, 1973), were re-marked as P/N 205-011-711-101 and may have been installed on Bell Model 204 and 205 helicopters. These T/R grips may also be installed on similar restricted category military surplus helicopters.

This unsafe condition is likely to exist or develop on certain restricted category helicopters of these same type designs. This EAD requires cleaning the affected T/R grip, inspecting the T/R grip by placing a magnet on the exterior of the main body of the T/R grip to determine if the T/R grip is made of steel, and replacing any T/R grip not made of steel.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency airworthiness directive.

2002-13-51 ARROW FALCON EXPORTERS, INC. (previously UTAH STATE UNIVERSITY); FIREFLY AVIATION HELICOPTER SERVICES (previously ERICKSON AIR-CRANE CO.); GARLICK HELICOPTERS, INC.; GLOBAL HELICOPTER TECHNOLOGY, INC.; HAGGLUND HELICOPTERS, LLC (previously WESTERN INTERNATIONAL AVIATION, INC.); HAWKINS AND POWERS AVIATION, INC.; INTERNATIONAL HELICOPTERS, INC.; ROBINSON AIR CRANE, INC.; SMITH HELICOPTERS; SOUTHERN HELICOPTER, INC.; SOUTHWEST FLORIDA AVIATION; TAMARACK HELICOPTERS, INC. (previously RANGER HELICOPTERS SERVICES, INC.); U.S. HELICOPTER, INC.; and WILLIAMS HELICOPTER CORPORATION (previously SCOTT PAPER CO.): Docket No. 2002-SW-21-AD.

Applicability: Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A-1 Helicopters Manufactured by Bell Helicopter Textron Inc. for the Armed Forces of the United States, with tail rotor (T/R) grip, part number (P/N) 205-011-711-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of the T/R grip and subsequent loss of control of the helicopter, accomplish the following:

- (a) Clean the T/R grip.
- (b) Determine if the T/R grip is made of steel by placing a magnet on the exterior of the main body of the T/R grip. Do not make this determination by placing the magnet on the steel bushing or steel interior liner. If the main body of the T/R grip is not made of steel, replace it with an airworthy steel T/R grip. Only replacement T/R grips made of steel are eligible for installation.
- (c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) Emergency AD 2002-13-51, issued June 27, 2002, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Kennedy Jones, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5148, fax (817) 222-5783.

Issued in Fort Worth, Texas, on June 27, 2002.

David A. Downey,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.